

Intimations.

WM. POWELL,
LIMITED.

—ALEXANDRA BUILDINGS—
Des Vaux Road.

LADIES'
DEPARTMENT.

NEW

LACES

and

LACE

COLLARS.

LINEN DRILL DUCK

MOTOR TAMS

for

LAUNCH & PICNIC

WEAR.

TRIMMED

and

UNTRIMMED

MILLINERY

in large variety.

A FINE STOCK

of

WHITE

CANVAS,

WHITE KID,

BLACK GLACE

and

BROWN GLACE

WALKING

SHOES.

Also

WHITE AND TAN

TENNIS

SHOES,

At Moderate Prices.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 20th July, 1905.

Intimations.

NOTICE OF REMOVAL.

THE OFFICES of THE CANADIAN PACIFIC RAILWAY COMPANY have this day been REMOVED from No. 9, PEDDER'S STREET to HOTEL MANSIONS, corner of Pedder's Street and the Praya, opposite Blake Pier.

D. E. BROWN,
General Agent.

Hongkong, 27th July, 1905. [778]
THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-EIGHTH ORDINARY HALF-YEARLY MEETING of the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 15th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th August, both days inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 22nd July, 1905. [762]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 21st August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1905.

THE TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 27th July, 1905. [776]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1905, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, the 2nd August.

THE TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st inst., both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 18th July, 1905. [753]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 76.

PRECAUTIONS TO BE OBSERVED WHILE DREDGING OPERATIONS ARE IN PROGRESS AT THE WHAMPOA BARRIER.

NOTICE is hereby given that the Dredger "CANTON RIVER" will commence work on the North side of the channel through the WHAMPOA BARRIER on the 24th inst. Vessels using the Front Reach approach to Canton are required to observe the precautions contained in Notice to Mariners No. 74 of the 28th June last.

Vessels should not pass on that side of the Dredger from which a Red Flag is flown.

J. HOWELL MAY,
Harbour Master.

Approved:
F. J. MAYERS,
Acting Commissioner of Customs.

Custom House,
Canton, 22nd July, 1905. [770]



Gold Medals PARIS 1889 & 1900

Regd Brand

HARRIS, CALNEWILTS & England.

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905. [576]

BAY VIEW HOUSE,

MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:
"BAYVIEW, MACAO."

Macao, 7th June, 1905. [641]

BRITISH SAILORS IN THE AMERICAN NAVY.

The Naval correspondent of the *Fall Mail Gazette* writes: "Until quite recent years—the practice may obtain even now—whenever a British warship touched at an American port armed sentries were mounted at the gangways, and all boats running to the shore were manned by petty officers, in place of seamen. The reason for this was that America had a sort of magnetic attraction for blue jackets. Once they set eyes on the Land of the Dollar many of them were very unwilling to leave it. Despite all precautions, hardly a ship put to sea after a few days' stay in an American port without a big R (which signifies "run," i.e., deserter) having to be written behind the names of some of her crew. Even the petty officers though chosen for boat-manning because their stake in the service was greater than that of the seamen, occasionally succumbed to the fascination of the States, and went up country to seek fortune instead of returning to their ship. That some of the men who deserted from British men-of-war afterwards took service in the American Navy is undoubted, and this for reasons into which it is unnecessary to enter here. Jack has always looked upon the American Navy as distinctly better than our own from a lower-deck point of view, and many of the men recently turned out of the British fleet have crossed the Atlantic with a view to taking service under the Stars and Stripes.

DOCKYARD TRAINING FOR PRIVATE YARDS.

Some of the younger men discharged from our dockyards make no secret of the fact that they contemplate doing the same thing. No doubt they will be welcomed in any American shipyard, for such of them as are artisans and dockyard trained are highly skilled workmen. For years past there has existed in the Royal dockyards an excellent system of secondary education. Men who have passed through these schools are now filling important posts in many of our large private firms. They sought other fields because Government service offers such poor prospects. The Admiralty must know this well enough, yet seem content to continue spending public money on training smart boys to become valuable servants to somebody else, instead of to the department which provides their education and ought to have the benefit of their service.

PASSING OF TANJONG PAGAR.

O blameless Tanjong Pagar Dock,
The victim of expropriation,
You have indeed received a knock
From the most highly favoured nation.
'Tis scarcely fair to play such pranks
With Companies who merit thanks.

When certain details came to light,
Perhaps demanding interference,
The Legislative Council might
Have exercised a wise forbearance,
Permitting you to show your hand,
And with advancing times expand.

Whereas an epoch-making course
Has been by Government adopted,
Crushing by autocratic force
A power that would not be co-opted.
We live, no doubt, in strenuous days,
But clemency more often pays.

Your sterling worth in dollar cents—
That was the gist of each polemic—
Was figured out by arguments
More than a trifle academic.
Compulsorily purchased shares
Form no excuse for splitting hairs.

And now the value of your work
Lies on the knees of arbitration:
While shareholders in corners lurk,
And talk of wholesale decimation.
For few are on the other tack,
Or pat themselves upon the back.

Your efforts to keep pace with time
Were, in the past, a shade belated.
But have you wrought so great a crime,
That you are thus expropriated?
Accept the tribute of a sigh
From one who weeps to see you die.

—*Straits Times*.

SWISS FUNERAL CUSTOMS.

The people of Switzerland have a very peculiar custom which they observe at the time of a funeral. When a person dies the family has a black-edged announcement put in the papers, telling of the death of the person and asking for sympathy. They state that the "mourning urn" will be exhibited at a certain hour on a special day. Then on this day mentioned in the notice a little black table covered with a black cloth is placed in front of the house where the person died. On this black table is placed a black jar; then all the friends and acquaintances of the family go by the house that day and drop into this black jar a small black-bordered visiting card. Sometimes they write a few words of sympathy on the card. It is generally on the day of the funeral that this table is set out in front of the house. Another peculiarity of the Swiss funeral is that only men go to the churchyard, and they usually walk. The body is taken to the grave in a hearse, the men following it.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1905.

Intimations.

CIGARS.

FINEST HAMBURG MADE.

ROLAND VON HAMBURG

AT

\$4.50 per hundred.

ELOR DE MONDEGO

AT

\$6.00 per hundred.

Sold in

AIR-TIGHT TINS

AT

TUNG CHONG WO,

98, Queen's Road Central,

Opposite Central Market.

Hongkong, 9th June, 1905. [176]

STREET INDEX,

SECOND EDITION,

REVISED UP TO DATE,

by

ARTHUR CHAPMAN,

Government Assessor.

Now in print and will be published in August.

Orders should be sent early to

THE GOVERNMENT ASSASSOR,

The Treasury;

or

NORONHA & COMPANY,

Government Printers.

Hongkong, 18th July, 1905. [752]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 31st July, 1905, at 11 A.M., at the Central Police Station's Compound,

SUNDRY CONDEMNED, OBSOLETE,

UNCLAIMED AND CONFISCATED

STORES.

TERMS—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 27th July, 1905. [779]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1895. [52]

Hotel.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1905. [27]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Macdonia*.

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-MORROW.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be affected by me, in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 26th July, 1905. [28]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEI,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 1st August will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st August, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th July, 1905. [774]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SAMBIA,"

Captain Luening, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 24th July, 1905. [767]

FROM NEW YORK.

THE H. A. L. Steamship

"VANDALIA,"

Captain Haase, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 24th July, 1905. [768]

S.S. "SYDNEY"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Dordogne* and *Charante*, and from Bordeaux, ex s.s. *Ville de Valenciennes* and *Cambrai*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees, before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after 31st July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st July, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 31st July, at 3 P.M.

No Fire Insurance has been effected.

Intimations.



A. S. WATSON & CO.,
LIMITED.

WATSON'S
E

VERY OLD LIQUEUR

SCOTCH
WHISKY.

THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & CO.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

\$16.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

BIRTHS.
On July 21st, at Singapore, the wife of J. F. Hobson, of a daughter.
On the 28th instant, at "Kurrajong," Peak Road, the wife of EDWARD SHELLIM, of a son.
DEATHS.
On June 24th, at Rhyll, P. W. CASE, late Commander P. and O. service, aged 65.
At Halifax, Yorkshire, on June 24, CHARLES E. CRAYAN, formerly of the Raffles Institution, Singapore. Aged 45.
At Shanghai on July 22nd, JAMES CARROLL, Straits Trading Co. Aged 35.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 28, 1905.

THE SEAMEN'S INSTITUTE.

When the Seamen's Institute on the Praya East was opened nearly three months ago there was considerable doubt in the minds of those who organised the undertaking as to whether it would pay expenses. Indeed so little faith had they in the success of the Institute at the outset that it was agreed to pay the rent of the buildings out of the capital fund; if necessary, in order that it might have a fair chance. It was known and understood by all who have an interest in the merchant shipping men that the demand for an institute to which the seamen might enter feeling that they were in their own home and habitation was urgent; but whether it would pay was another question. An earlier institute on somewhat similar lines had to be closed for lack of support. But the indefatigable friends of the merchant sailors—among whom the Rev. J. H. France occupies the leading place—determined that come what might they would give the scheme another trial. They did so and a most gratifying result has to be recorded. Instead of having to draw upon the capital fund, the Committee in charge of the new Seamen's Institute have actually been able to lay a trifle past for a rainy day. That fact shows conclusively that the management of the Institute has been excellent; but it also shows that the new Institute is, in hackneyed parlance, meeting a felt want. At the opening of the Institute in the early days of May last we referred to the lack of places of a decent character open to the ordinary seaman. There is, of course, the Sailors and Soldiers Institute in Arsenal Street, but that is to all intents and purposes a service affair. The merchant shipping man has really no claim to its generosity—that is to say, he cannot claim a bed there if he wants it. Presumably he may attend the religious meetings, but he is in the position of one who has no *locus standi*. There is the Kowloon Institute, where only four or five beds are available and they are usually occupied. Then there is the Sailors' Home, which is a boarding house pure and simple, and does not take in what we may describe as transient guests. Commander William Dawson, R.N., writing to us from the Missions to Seamen Office, in London, remarked in the course of a letter, which we published yesterday, that he had often known sailors' rights and privileges to be robbed in the most barbed manner, and as one of the trustees of the Kowloon Institute he protested against any such attempt being allowed to pass in respect of that Institute. He also commented on the allegation we made that at the Sailors and Soldiers Institute the merchant seamen is treated as a civilian. Well these are the facts, that the Sailors and Soldiers Institute is not meant for the merchant shipping man. *Ex gratia* he may be admitted, but it is a pure act of condescension. At the Kowloon Institute he may enjoy a concert once a week. It is true, and the fact should be stated, that there are meetings on three other nights and of course from early morning till late in the evening the reading room and billiard table are open to the sailors. But if he wants any really innocent and exhilarating pleasure in places on this side of the water to which he has an inalienable right of admission, to which he may say to himself—"This is my institution and so long as I remain respectable no one can remove me from it" he has to travel a long way to find it. We take it that the new Seamen's Institute was designed to meet such a want. But prior to its opening, the seaman was driven to the shady public house and the numerous haunts of vice which exist in Hongkong for the special benefit of Jack ashore. If it happened that he "raised his wrist" once too often he found himself before the Magistrate and he might think himself lucky if he got off with fourteen days' imprisonment. If he was homeless and without a ship still he was liable to find himself before the Magistrate, as witness the poor fellows who were found wandering in the hills around Happy Valley the other day, half-dead through starvation. Without doubt Hongkong is the hardest place in the East for the sailor without a ship. It is hard enough for landmen, but the sailor who knows no trade and has probably no recommendations is almost certain to go under. It is all the more necessary then that his friends should extend a helping hand to him. As a rule he is no

angel; he is given to sporadic attempts to have a good time; he is subjected to such discipline while at sea that he is liable to temporary fits of aberration when he gets ashore. But, withal, there is a knack in managing him, and apparently those in charge of the new Seamen's Institute have learned the art. He has his rights there, and he is treated as a man, not ordered higher and thither like an automaton. Commander Dawson's wish that the sailor who finds himself temporarily in Hongkong may enjoy to the full all the rights and privileges to which he is entitled will be echoed by every one who has the slightest interest in the seafaring life. Unfortunately, people in Hongkong have a habit of talking more than performing. Perhaps the strong remarks of Commander Dawson will be taken to heart, and as time passes the sailor and the seaman—for there seems to be a distinction between the two although to a landsman it is a distinction with no difference—will find his lot ashore sensibly improved and his status perceptibly raised in the eyes of the general public.

THE CHINESE BOYCOTT.

The editorial comments in our issue of last evening on the question of the Chinese boycott appear to have raised some misconception as to the purport which the article was intended to convey. It has been represented to us that the spirit and tone of the article gave room for the assumption that the attitude of this journal is inimicable to the stand the Chinese have taken up in regard to the Exclusion Treaty which no right-thinking individual can impartially fail to endorse. On several occasions when we have dealt with the question we have upheld the admirable feeling of the Chinese in opposing the measure so derogatory to the general and personal interest of their nationals, and far is it from our mind that at this stage, when better counsel appears to be prevailing with the United States Government, that we should lend ourselves as the exponent of any party against the best interests of the Chinese people. We admire their spirit of national pride, and that it may permeate the higher and lower orders of the people throughout the length and breadth of the country is the hope of every well-wisher of China's teeming millions, whose industry, sobriety and thrift merit every consideration from the Powers in all their legislation calculated to affect the people of the Middle Kingdom.

LOCAL AND GENERAL.

THE Bandmann Opera Company opened a short season at the Theatre Royal, last evening.

MR. R. Braun, the genial harbour master of Kowloon, is expected to return to the West River port from Japan early next month.

THE island which began to appear to the south of Japan in November last, and rose to a height of 480 ft., is now only 10 ft. above the sea, and is gradually disappearing.

A WIRE from Hanoi, printed in the home papers, says that negotiations have been in progress for some time with a French firm at Hainan for assistance in raising the French cruiser *Sully*. Admiral de Jonquieres is to replace Admiral Bayle in Hong Kong.

DURING a heavy squall at Samshui last Friday the British gunboat *Moore* dragged her moorings and drifted against the current, on to Messrs. Butterfield & Swire's hulk which was at anchor in the river. No damage was done, and within a few minutes the gunboat was back again at her old moorings.

THE marriage arranged between Ewen Allan, eldest son of Sir Ewen Cameron, K.C.M.G., and Lady Cameron, and Rachel Margaret, elder daughter of the late Alexander Geddes, of Barmore, Huddell, Aberdeenshire, and of Mrs. Geddes, was to have taken place on July 22 in the Parish Church of Glass, Aberdeenshire.

THE visit of the Prince and Princess Arisugawa has revealed that there is a very much larger Japanese colony in London than most people probably imagine. According to one authority there are more than 300 Japanese men (without counting women) pursuing various businesses in London, quite a number of whom are professional wrestlers.

YUEN To, whose extradition was sought by the Chinese authorities for being concerned in an armed robbery in Chinese territory in July of last year, was committed to Victoria Gaol for fifteen days, during which he will be at liberty to apply for a writ of *habeas corpus*, failing which at the expiration of that period he will be handed over to the Chinese authorities.

It will be remembered that last Saturday, as the result of a collision between the steam launch *Bailey*, and the cutter of the U.S.S. *Colfax*, in which an American sailor nearly lost his life, the certificate of the coxswain of the *Bailey* was suspended for two months. He was sent to the launch to get his certificate, but did not do so, and the following day was found by P. C. Douglas Foley, who rescued the sailor—in charge of the *Bailey*, which he was steering at the time.—Mr. Murphy, of Messrs. W. S. Bailey and Co. told the Magistrate this morning that he was unaware the defendant was on the launch, as, on account of his certificate being suspended, he had engaged a new coxswain.—His Worship fined the defendant \$15 or one month.

NEGOTIATIONS are still proceeding between the Government of India and Mr. Tang, the Chinese plenipotentiary for Tibet affairs, who still remains in Calcutta. It is hoped that some final result may be arrived at before the Government leave Simla.

We have received a visit from Mr. Hal. George, representing Fitz-Gerald Bros. circus and menagerie, which is at present performing in Singapore. He informs us that the circus is coming on to Hongkong and will open a season about the second week in August.

At noon to-day a woman reported to the Harbour authorities that her cargo boat, laden with coal, bumped on to the blades of the propeller of the German s.s. *Borneo*, lying at the Kowloon wharf, and sustained a hole in her bottom, which caused her to sink on the spot.

THE Medical Council of Russia has forbidden the importation of Dr. Williams' Pink Pills into that country on the ground that some specimens (alleged to be of the proprietary to be either forged or made up from the German prescription), contained 0.10 per cent of arsenic.

THE marriage arranged between Sir Alexander Swettenham, Governor of Jamaica, and Mary Emily, elder daughter of Mr. R. P. Copeland, D.L., Kibblesome Hall, Stone, Staffordshire, and granddaughter of the late Mr. W. T. Copeland, D.L., M.P., will take place on Aug. 30 at Kingston, Jamaica.

THE Royal Humane Society has awarded a silver medal to Eusebio Novo, jasper in the Peninsula and Oriental Coy's s.s. *Moldavia* for gallantly jumping overboard in the shark-infested sea at the Cape to the deliverance of an Australian, and rescuing a comrade, who had fallen from the vessel.

FROM *The Yellow Dragon* for July we learn that on the 30th June there were 1,278 names on the annual roll of Queen's College, or 57 less than in the first half of the previous year. Combined with the fact that the monthly attendances are better than last year, this is evidence of a further improvement in regularity of attendance.

It is reported that as the s.s. *Taipei*, which has been in the harbour for several months past, got under way yesterday to proceed to Shanghai, it was discovered that she was so encumbered with barnacles that they had penetrated to the engine-room, blocking up the main inlet. The ship was at once taken over and anchored in Junk Bay, preparatory to going into dock where she will have her bottom cleaned and the pipes cleared.

FOLLOWING is the programme of music to be performed by the Band of the 2nd Bat. (Royal West Kent Regt.) on the New Parade Ground, on Monday next, from 5 to 6.30 p.m.:

March of Triumph "Entry of the Gladiators" "Puck Overture" "Wienner Kinder" "Strauss' Fantasia" "Auf den Alpen" "K. M. W. Suite No. 1" "The Gypsy" "Grieg Synops." "Mourning" (4) Death of Asa. (5) Andante. (6) Dance of the Imps in the Tails of the Mountain Kings. Selection from "Iolanthe" Sullivan. God save the King.

By kind permission of Col. W. G. B. Western, C.B., and Officers, the Band of the 2nd Bat. "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, 29th inst.:

March "Unter Dem Siegelbäumchen" "Blue Overture" "Jesu, Joy of Man's Saviour" "Spiral Selection from "Rip Van Winkle" "Huangtuei Valse" "Epigamie" "Gung's Grand March from "Taishan" "Wagner Reminiscences of "All Nations" "F. Godfrey American Sketch" "Down South" "Myddleton God save the King.

REFERENCE is occasionally made to the insubstantial condition of the city, but a strenuous effort was made by a couple of cones to-day to remove that reproach, from the vicinity of Beaconsfield Arcade at any rate. They were carrying a fifty-gallon barrel of Jeyes' Fluid up the steps towards the Sanitary Board office when the barrel was allowed to drop. The contents wandered down the stairs like a miniature Niagara and for some time afterwards it might have been thought an infirmity for the incurables existed there. But whatever else could be said it was certainly beyond question that the place had been thoroughly disinfected for a good many days to come. It was the irony of fortune that the rain fell in buckets shortly afterwards.

THIS morning Mr. John Hays appeared before Mr. Hazell to prosecute a large number of residents at Wongneichong for maintaining insubstantial premises and disobeying the order of Government to quit the said premises. Mr. Otto Kong Sing appeared for the defendants, and said that while he pleaded guilty on behalf of his clients he must point out to his Worship that they had lived in the houses for a large number of years, and it was a difficult matter for so many people to find other quarters at once. He would ask for an extension of time to enable the defendants to find suitable quarters. Mr. Hays said he did not know whether Government would consent to such extension. Mr. Otto Kong Sing then asked for a short adjournment, in order that the matter might be laid before Government. Mr. Hays consented to this, and said he would at once communicate with the Government, and the case was adjourned till Wednesday next.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 28th 12.20 p.m. The barometer has risen in S. China, particularly over the S.E. coast. After passing near Poochow yesterday afternoon, the depression has apparently continued to move Northwards. Fresh S. and S.W. winds may be expected in the Formosa Channel and the N. part of the China Sea. Forecast.—Moderate S.W. to S. winds; equal, thundershowers. Returns from the North are lacking this morning. Telegraphic communication between the Observatory and Hongkong is interrupted.

MACAO PUBLIC IMPROVEMENTS.

PROPOSED RECLAMATION.

For several years past the subject of the reclamation of the foreshore from the Boa Vista Hotel to the Barra Fort in the inner harbour at Macao engaged public attention from time to time. Repeatedly our Macao correspondent urged the expediency in the interest of the public health no less than to the benefit of the public exchequer, that the scheme should be carried into execution. During the administration of a former Governor, His Excellency Senhor José Maria Costa, the project was not only considered but elaborated in its entirety by the Director of Public Works, Mr. A. Abreu Nunes, and by the Executive Council of Government strongly recommended for adoption by the Central Government in Lisbon. When the project and the report reached Portugal it received the same fate that many of its predecessors had done. It was shelved. It appears now that, thanks to the energy of the present head of the Executive, Senhor Montenegro, the reclamation scheme has not only been revived, but it is very shortly to be put into execution. We are informed on the best authority that a commencement will be made with the works in about a fortnight's time.

The long length of foreshore to be reclaimed includes all that portion from the present end of Praia Grande at the foot of the hill, where stands the Boa Vista Hotel, right along as far as the western extremity of Macao in Barra Fort. The work should not be difficult of accomplishment. The water is shallow within the boundaries of the proposed reclamation. An important consideration is that earth for filling is obtainable within easy reach of the sea by cutting down the hill at the back of the hotel and removing the little insubstantial district inhabited by the people supplying the labour for the cracker factory in Tanque Malmo.

When completed this reclamation will afford a continuous spacious esplanade from the Public Gardens at the one end to the Barra Fort at the other. It will add considerably to the limited building area along the waterfront in Macao, and some excellent residential sites will be available with frontage to the sea. This important public work is probably one of the most extensive that will be undertaken by the Portuguese Government, and it remains to be seen how long it will be hurried on to completion once a start is made. Macao has earned an unenviable notoriety for dilatoriness in its public enterprises in the past. It has generally relegated to the Greek Kalends works of public utility and pressing urgency, as witness the harbour dredging scheme. But with the projected reclamation we have reason to believe that the Administration is in real earnest, and a public undertaking of no small magnitude for Macao may be completed sooner than most people will generally concede for that colony.

HONGKONG SMALL DEBT COURT.

There was comparatively little of interest at the Hongkong Small Debt Court to-day. His Honour Mr. A. C. Wise, Puisne Judge presided, and there was the usual crowded attendance of lawyers and litigants. Most of the cases were postponed till some day next week.

DOUBLE OR QUITS.

One of the cases was that in which Chinese cook sued his master S. M. Gidley for \$12.80 being wages for the month of June. Last week the case was adjourned in order that the defendant might bring a cross-action, suing his former servant for leaving without notice.

"Have you served him with a summons now?" asked the judge.

"No," said Mr. Gidley. "I couldn't find him."

"Well, he's in Court now. The bailiff can serve him here."

To the amusement of the court, he was presented with a piece of foolscap containing a claim, for \$12 odd for leaving without notice. The spectators in Court, not being the victims, laughed. The judge asked the cook what he had to say.

"I simply asked him for my wages and he kicked me out."

S. M. Gidley entered the box and was asked "Why did the cook leave?"

"Because he said his father was dead and he wanted to go to see him."

"Did you strike him?" No.

Then the cook's story was heard.

"Did he strike you?" Yes, he slapped me twice.

What about your father being dead?—I never spoke about my father being dead, I only asked for my wages.

Judgment was given for the plaintiff with costs in each action.

Colloquially speaking they were quits, but the cook is still wondering how it happened.

A HINT TO LAWYERS.

A case in which negligence is alleged as the ground of a claim was submitted.

His Lordship said that he did not know whether it was on the rules and regulations, but there was another process which might be adopted in such cases. They could apply the rules of the Admiralty law. It was a very simple procedure and he thought it might be considered by the lawyers in Court.

A GENIAL DEFENDANT.

One lady, who was the defendant in an action, heard her name called and marched up smiling to face his Lordship. "Your case is postponed," she bowed and smiled again.

"Come back on Tuesday," his Lordship said. She curtseyed. "And bring all your witnesses." She left the Court smiling.

WANTED HIS COSTS.

There was an action on the list in which two Chinamen were concerned. The sum in dispute was stated to be \$50.70. The plaintiff was represented by a lawyer, who calmly observed—"We've received \$100 on account."

"Then I'll give you judgment for \$50.70 and costs," said His Lordship rapidly turning to the next case.

"But I wanted judgment for \$50.70 and costs."

"You got \$100 on account, didn't you?"

"Yes, but the expenses, my Lord?"

"On that will be all right! Judgment for \$50.70 and costs on the other scale."

The lawyer looked pleased and his brethren of the robe smiled audibly.

APPLICATION IN BANKRUPTCY.

AN IMPORTANT QUESTION.

The Chief Justice, Sir Francis Piggott, heard an important application under a bankruptcy petition to-day. The trustee in bankruptcy claimed the return of two sums of money amounting altogether to \$8,000 which had been paid out of Court from an estate which, immediately afterwards, was the subject of a bankruptcy petition.

Mr. H. E. Pollock, K.C., instructed by Mr. F. X. d'Almada e Castro, appeared for the trustee in bankruptcy; Mr. H. F. Calthrop, instructed by Mr. Bailey of Messrs. Johnson, Stokes and Master, represented the respondents.

The application arose over certain facts which were stated in an affidavit filed by Mr. d'Almada, in the course of which it was stated that on the 5th April last, on instructions from a creditor, he filed a bankruptcy petition against the Li Fung Bank carrying on business at 63 Bonham Strand. On the 6th April, application was made for service of the petition. On the 7th the acting Chief Justice, Sir Henry S. Berkeley, made an order for substituted service of the petition.

Mr. d'Almada was originally the solicitor for a creditor called Wang Chan Dy, who presented a bankruptcy petition against the debtors of the Li Fung Bank. The matter came before his Lordship as to the application for substitution of the service and that petition was granted. The Fuk On Insurance Company at that time was in this position it had obtained judgment against the Li Fung Bank. They proceeded very expeditiously and obtained garnishee against Wo Kee Hung in respect of \$1,000 and against Tan Fong Yue in respect of \$5,000. These people, who had garnished in this matter, paid \$3,000 and \$5,000 respectively into Court on the 6th April. Then on the 7th April they immediately—or shortly after the hearing of Mr. d'Almada's application for substituted service—applied for payment of those sums which had been paid into Court. Mr. d'Almada said "You cannot get this money because there is this bankruptcy petition against the Li Fung Bank." In mentioning that to the representatives of the Fuk On Company, Mr. d'Almada when he was giving notice to Mr. Bailey was acting in his official position as representative for the trustee in bankruptcy. The important point was—said Mr. Pollock, in presenting the case to the Chief Justice—that notice was given to Mr. Bailey of Johnson, Stokes and Master, the solicitors for the Fuk On, of this petition, before the Court made the order that these two sums of money should be paid out.

On the following morning, the 8th of April, these sums of money were paid out of Court. The point of the trustee in bankruptcy was this: Inasmuch as the Fuk On Company did not complete their attachment of these two sums of money by actual receipt of the same until after they had received from their solicitors notice of a bankruptcy petition, Mr. Wakeman as Trustee in Bankruptcy was entitled to come before this Court and to ask his Lordship that these sums of money should be paid by the Fuk On Company to him as trustee for the general benefit of the creditors.

The Chief Justice—I don't quite follow you. You say notice was given to the judge who made the order.

Mr. Pollock—That was informal.

The Chief Justice—So it does not come as an appeal to the Court.

Mr. Pollock—Not at all. This is a separate application in bankruptcy. They contended, he continued, that if the creditor before actual receipt of the money had received notice of the presentation of a bankruptcy petition, or if in fact there was a receiving order, the creditor was not entitled to obtain the benefit of that execution.

Mr. Calthrop said the money had been paid into Court by the garnishees, and it was only upon their application to have it paid out that they heard of a petition in bankruptcy being presented.

His Lordship—Was it afterwards or before?

Mr. Calthrop—It was heard in Chambers. The learned acting Chief Justice had this notice before him at the time.

His Lordship—It was immaterial to him. He could not have refused the order as he was not acting under the Bankruptcy Ordinance.

Mr. Calthrop—Oh yes, he could. When he knew there had been a petition in bankruptcy he could have refused.

His Lordship—It was not a case of bankruptcy.

Mr. Calthrop—No, but he might have known what was coming on. It is a principle of law that money which has been paid out under a order of the Court cannot be recovered back.

His Lordship—Where did you get that from?

Mr. Calthrop said it was *Merrill & Hamilton*.

His Lordship—Give me a quotation.

Mr. Calthrop—The heading is—"Where money has been paid by the plaintiff to the defendant under the compulsion of legal process which it is afterwards discovered not to be due the plaintiff cannot recover it back on an action for money received."

His Lordship—That is a very different proposition from this.

Mr. Calthrop proceeded to argue that other proceedings should have been taken for the return of this money. As long as the money had been paid out under an order it could not be recalled.

His Lordship remarked in the course of argument—"What I cannot understand is why there has been so much delay."

Mr. Pollock said the opinion of counsel had to be taken, and after all there had not been such a very long time wasted.

His Lordship—It is some months, three months now, since the order was made.

Mr. Calthrop proceeded to cite authorities on the subject of his contentions.

Judgment was reserved.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Namsang*) 30th inst.

Australian (*Taiyuan*) 31st inst.

German (*Prinz Sigismund*) 31st inst.

German (*Prinz Rittig Friedrich*) 31st inst.

American (*Doria*) 1st prox.

German (*Scharnhorst*) 1st prox.

Canadian (*Empress of India*) 14th prox.

The Imperial German Mail s.s. *Prinz Rittig Friedrich* carrying the German Mail with dates from Berlin of the 4th inst., left Singapore this morning at 9 a.m., and may be expected here on 31st inst., at noon.

TELEGRAMS.

[Official.]

OPERATIONS IN SAGHALIEN

IMPORTANT CAPTURES.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegrams:—

Tokio, 28th July, 12.10 a.m.

The Saghalien army reports that at 1 p.m. on the 24th inst., one detachment drove the enemy near First Alcova, and occupied the line extending from Polowinka to Second Alcova. The enemy in that direction consisted of one infantry battalion, some volunteers and about eight field guns. The enemy fled in disorder towards Lonikov.

Previous to this engagement another detachment under cover of the destroyers was sent to the pier of Alexandrov which the enemy was trying to burn. That detachment succeeded in taking possession of the pier unburnt and repulsing the enemy by repeated attacks.

Mugati was also occupied by our troops who drove the enemy in co-operation with torpedoes.

At 3 p.m. one detachment occupied Third Alcova, while another advanced towards Alexandrov. The latter detachment defeating the enemy succeeded in occupying the town of Alexandrov at 7.15 p.m. The enemy continued resistance from the redoubt east of the town and also from the heights north-east of the town.

At dawn on the 25th instant we resumed an attack and pressed the enemy up to Novomichailovskoye. On the same day Done fell into our hands. The enemy escaped from conflagration. We captured 200 prisoners.

Tokio, July 27, 2.5 p.m.

The Imperial Headquarters report that our Saghalien Army began landing near Alcova, at 9 a.m., on the 24th instant, without much opposition.

Admiral Kataoka, commanding the squadron which was despatched to the North, reports that the squadron left the base as prearranged, conveying the military transports.

The previously advanced detachment, under Admiral Dewa, reconnoitred the coast in dragging operations as predetermined, landing at a place near Alexandrovsk. The transports are conveyed landward as the dragging operations are in progress. The marines landed without resistance and occupied the points necessary for landing afterwards.

As the landing of the troops commenced the marines returned aboard.

The enemy burned Numinia and set fire to Alcova, but Alexandrovsk is unburned.

Now the Japanese flags are flying over the Governor's office at Alexandrovsk, and on the houses in the town.

No damage was sustained by our ships or by our crews.

[Reuter's.]

The Prospects of Peace.

LONDON, 26th July.

M. Sato, M. Komura's spokesman, interviewed in New York, said he was confident that peace would be successfully negotiated. The Japanese will be guided by moderation and no excessive demands will be made; as the war was costing Japan a million dollars a day, there was a feeling that there ought to be an indemnity. An armistice will probably be the first move in the negotiations.

Later.

M. de Witte has sailed for New York. President Roosevelt will receive M. Komura, informally, on Friday.

The Fourth Test Match.

England beat Australia by an innings and 80 runs.

THE RULE OF THE ROAD.

Before the Hon. Captain L. A. W. Barrow-Lawrence, R.N., Marine Magistrate, P.C. Norman, Water Police, charged Chan Yau, master of the steam launch *Standard*, with unlawfully failing to observe the rule of the road laid down by His Majesty's Order in Council, in Victoria Harbour, on the 24th inst.—F. R. Norman said: At 2 p.m. on the 24th July, 1905, I was on duty by Messrs. Butterfield & Swire's buoy in the central fairway. I noticed the steam launch *Ping Po* coming from Yau-mat towards the Southern fairway at the same time the *Standard* was approaching from east to west, the *Standard* being on the port side of the *Ping Po*. The *Standard* held her course, and compelled the *Ping Po* to alter her course some 10° to starboard. Had the *Ping Po* not done so there would have been a collision of a certainty. The *Ping Po* afterwards passed under the stern of the *Standard*. The defendant was not at the wheel of the *Standard*.

To the Court: I was some 200 to 300 yards distant and could see very plainly what happened.

Chan Yau, master of the steam launch *Standard*, said: I was down below. One of the crew was at the wheel, but I was at the wheel when we passed the *Ping Po*. By models defendant demonstrated that he did not give way to the *Ping Po*, which he should have done.

Defendant was fined \$5 and cautioned to be more careful in future.

THE CHINA SQUADRON.

FLEET REGATTA

AT WEIHAWEI.

[From Our Own Correspondent.]

Weihawei, July 22nd.

The annual regatta in connection with the ships of the China Squadron opened here on Monday last, under most favourable circumstances. The vessels in port were the *Alacritas*, *Andromeda*, *Astron*, *Bonaventure*, *Cadmus*, *Chio*, *Diadem*, *Glory*, *Hecla*, *Hogue*, and *Iphigenia*.

Brief results of the racing are as under:—
FOUR AND FIVE-OARED GIGS AND WHALERS (pulled by signalmen).—1, *Andromeda*; 2, *Bonaventure*; 3, *Andromeda*.

CAPTAINS' CHALLENGE CUP (rowed in 14-oared cutters).—1, *Andromeda*; 2, *Hogue*; 3, *Glory*.

TEN-OARED CUTTERS.—1, *Andromeda*; 2, *Chio*; 3, *Hogue*.

FOUR AND FIVE-OARED GIGS AND WHALERS (pulled by boys).—1, *Bonaventure*; 2, *Andromeda*; 3, *Glory*.

CHIEFOFFICERS' CHALLENGE CUP (large).—1, *Andromeda*; 2, *Hogue*; 3, *Glory*.

SKIFF RACE (for officers).—1, *Glory*; 2, *Glory*; 3, *Bonaventure*.

FOURTEEN-OARED CUTTERS (for marines).—1, *Andromeda*; 2, *Hogue*; 3, *Andromeda*.

FOUR AND FIVE-OARED GIGS AND WHALERS (day men).—1, *Bonaventure*; 2, *Hecla*; 3, *Cadmus*.

TEN-OARED CUTTERS (marines).—1, *Andromeda*; 2, *Diadem*; 3, *Iphigenia*.

FIVE AND SIX-OARED GIGS AND WHALERS.—1, *Hogue*; 2, *Bonaventure*; 3, *Glory*.

FOUR AND FIVE-OARED GIGS AND WHALERS (for stokers).—1, *Andromeda*; 2, *Bonaventure*; 3, *Alacritas*.

FOURTEEN-OARED CUTTERS (stokers).—1, *Andromeda*; 2, *Hogue*; 3, *Glory*.

TEN-OARED CUTTERS (stokers).—1, *Bonaventure*; 2, *Andromeda*; 3, *Hogue*.

FOUR AND FIVE-OARED GIGS AND WHALERS (daymen and band).—1, *Glory*; 2, *Bonaventure*; 3, *Hecla*.

LAUNCHES.—1, *Andromeda*; 2, *Hogue*; 3, *Glory*.

FIVE AND SIX-OARED GIGS AND WHALERS (sub-officers).—1, *Glory*; 2, *Andromeda*; 3, *Diadem*.

FOURTEEN-OARED CUTTERS (boys).—1, *Glory*; 2, *Hogue*; 3, *Andromeda*.

TEN-OARED CUTTERS (boys).—1, *Bonaventure*; 2, *Astron*; 3, *Iphigenia*.

CHIEFOFFICERS' CHALLENGE CUP (small). 4 and 5 oared gigs and whalers.—1, *Cadmus*; 2, *Alacritas*; 3, *Bonaventure*.

PINNACES.—1, *Bonaventure*; 2, *Hogue*; 3, *Glory*.

SKIFFS.—1, *Glory*; 2, *Alacritas*; 3, *Glory*.

ARMBUROT CHALLENGE CUP, 5 and 6 oared gigs and whalers (officers).—1, *Alacritas*; 2, *Glory*; 3, *Hecla*.

FOUR AND FIVE-OARED GIGS AND WHALERS (Marines).—1, *Glory*; 2, *Andromeda*; 3, *Alacritas*.

JACKSON CHALLENGE CUP (all comers).—1, *Glory*; 2, *Alacritas*; 3, *Bonaventure*.

ADMIRAL'S CUP.—1, *Andromeda*. Sailed by Captain Nelson O'Malley.

At the close of the regatta Lady Noel distributed the prizes.

H.M.S. *Diadem* is taken over the duties of flagship.

THE LART PARTY.

The Congressional Party on the s.s. *Manchuria* will leave this ship at Manila, and are expected to arrive in Hongkong towards the latter part of August as they expect to take passage home on the *Korea* leaving Hongkong the 1st of September.

ALLEGED MURDER.

SUSPECT IDENTIFIED BY PRIEST.

Remanded from yesterday, the case in which Cheung Fat is charged with murder under circumstances already recorded in these columns was resumed before Mr. F. A. Hazeland this afternoon.

The foreman in the shipyard at Quarry Bay spoke to finding the body, at 9 a.m. on the 21st June, floating close to the shipyard. A piece of string was in the mouth.

Inspector Robertson said that the string was tied at the back of the neck and was hanging loosely down the back. He examined the body, but found no wounds or marks of violence. A woman subsequently reported that deceased had been missing since 2 p.m. the previous night, and that she had found the girl's boat on the foreshore at Saiwanho. She returned at 7 a.m. accompanied by deceased's mother, and in consequence of the statement the latter made, witness went with them to village boat 5507, and there in the stern he found a board with fresh blood upon it.

Lung Kan spoke to finding the blood-stained board, and to reporting the matter to the inspector at Shaukiwan. Cheung Man, father of the deceased, then spoke to identifying the body of his daughter, Sbek Kan, on the beach near the shipyard and again at the mortuary.

Lai Yui Ming said he was a priest, living at Causeway Bay. On the night in question he was walking to Shaukiwan, when he saw a boat row in towards the shore, and went towards it to engage it to take him to Shaukiwan, and when he got near he saw three men land from it, and run towards the road, leaving no one in the boat. He noticed the three men. The defendant was one of those three men. It was a bright moonlight night and he could see his face quite clearly. Witness picked out the defendant from among twelve others all dressed alike.

The case was adjourned until to-morrow.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

The ninth annual meeting of the United Asbestos Oriental Agency, Ltd., was held in the offices of the general managers, Messrs. Dodwell & Co., this afternoon. Mr. G. H. Medhurst presided, and the others present were Messrs. E. G. Parrott, J. M. D. Auld, W. H. Wickham, Thomas Skinner, J. W. C. Bonnar, and G. R. Edwards, secretary.

The Chairman said:—Gentlemen.—The report and accounts have been in your possession for some days, and, with your permission, we will take them as read. The figures we have been able to lay before you this year, while not being so good as those of last year, are, we consider, satisfactory. The falling off in receipts we attribute, not so much to the competition—although it has been very keen—as to the general depression in trade that has existed during the year under review. You will notice from the profit and loss account that the expenditure is some \$1,800 less than last year; this would have been considerably further reduced but for the travelling expenses of our superintendents, who have visited Manila, Singapore, Shanghai and Japan with a view to extending our business. The stock of material on hand has been very carefully examined and checked, and due provision made for goods that show any signs of deterioration. Since the close of the Company's financial year, we have opened a branch in Singapore. Before taking this step we made very careful inquiries regarding the amount of business we were likely to obtain, and were satisfied from the reports of our superintendents and agents there it would be advantageous to establish the Company at that port. Before proposing the adoption of the report and accounts, I shall be pleased to answer any questions shareholders desire to ask.

No questions were asked. The Chairman accordingly moved the adoption of the report and accounts.

Mr. Wickham seconded.

The motion was unanimously adopted.

Mr. Bonnar moved the re-election of Mr. G. H. Medhurst as auditor of the Company.

Mr. Skinner seconded, and the motion was unanimously adopted.

This was all the business.

RAUB GOLD MINING CO.

ANNUAL REPORT.

The balance sheet and accounts of this Company to Mar. 31, (Singapore accounts to Feb. 28) have now been issued to shareholders. The profit and loss account is in brief:—
Balance forward £ 4,029 6 501 oz. of gold
Brisbane charges 587 from 40,158 tons
Raub and Singapore 24,045 after paying
Electrical upkeep 3,388 royalty &c £28,872
Amounts written off 5,566 Balance 8,745

£37,617 £37,617

The Directors regret that mining operations have not shown a more successful result. Mr. C. G. Warford Lock resigned, but is responsible for the annual report, and has been succeeded by Mr. W. H. Martin, M.I.M.E.

The chief points of interest to the public in the lengthy annual report are as follows:—

In submitting this Annual Report upon your mining and milling operations, the third since matters came under my direction, I cannot disguise a feeling that we have deserved better luck than has fallen to us. That there has been no slackening off in our efforts to reduce working expenses is abundantly shown in the cost-sheets, and, while these have already been brought below the minimum I originally predicted, and quite eclipse everything but the great Alaskan Mines, further economies are still in course of being introduced. That our progress has been slow, I admit. That it has taken us three years to re-model and rebuild this enterprise, and that we have not yet finished our task, may seem blameworthy to those who do not know the Far East; but, the fact that we have reduced working expenses to nearly one-fourth of what they were, is a record that will take a lot of beating.

There is, however, another side to the picture. As fast as we have cut down expenses, the grade of the ore has fallen off. Indeed, the latter has been rather more rapid than the former, and for a few months it actually caught us up, and left a deficit. We had scarcely entered on the year, when our returns began diminishing, and, though there were transient improvements, the general tendency has been downwards, with a decided impoverishment in depth. To what extent this last feature may continue, will only be known as still greater depth is reached—it may be only local, or it may be persistent. Had the previous year's average of 5 dwts. been maintained, we should have earned a handsome profit. As it is, we have only just kept our heads above water. So long as this can be done, there is room for hope, and that it can be done, especially when the tailings' treatment shall help to swell the revenue, I have not the smallest doubt. Meanwhile, we can only patiently await future developments, and economise. At any rate, there is a large amount of surface and shallow ground which can be profitably worked.

Labour.—On this head there is the usual satisfactory report to make—plentiful, healthy, thriving, industrious and contented. Doubtless the district is popular with the Chinese, but rational handling of the coolies has much more to do with the good work we get out of them than any other cause or combination of causes, each in his special class of labour being wonderfully cheap, and efficient when well looked after.

Timber and Firewood.—We still have abundant supplies of both the hard and soft building woods, mine poles and slabs, and firewood, within the limits of the concession. Our average monthly consumption of mine timber costs us \$500, and we have lately been using four or five times that amount for new construction work. Our firewood bill has been reduced from over \$2,000 a month to between \$250 and \$300, since the extended application of electric

power; and it will be further curtailed when our new plant is finished.

Power.—What has already been said under "Firewood" is of itself sufficient to emphasise the value of our water power and electric transmission plant at Sempam. Indeed, but for its existence, I have no doubt whatever that the Raub mine would have followed Silencing, Pajum, and the rest long ago. Just as it is a lasting monument to the foresight and enterprise of your first Manager—remaining, as it does, the only installation of the kind in the whole of the Peninsula—to it is to the continued discredit of the Government that our rights to a supply of water unmixed with tailings should be consistently ignored. Volumes of protest have been written from this office, and a pretence of helping us has been made by a clause as to river fouling in the new Mining Act, but this clause is a farce, and has not been enforced; in fact, as with most enactments, there is a Commission sitting to discuss its repeal, and meantime the Sempam river continues to be nothing more or less than a tailrace for the alluvial tin miners. Hence an abnormal wear and tear of our plant, an inflated pay roll for digging gravel out of our settling pits, and a constant menace of demerolition of the station, as occurred in 1902.

The average monthly cost of generating and transmitting electric current, including salaries, wages, and stores, but not depreciation, has been about \$1,300. The effective horse-power actually increased during the year from 100 h.p. to 200 h.p., and soon there will be further 50 h.p. At 2.0 h.p. the cost per h.p. per month works out at about 80¢, or 87¢ per h.p. per month, which is much the same as the lowest figures in Europe.

New Main Shaft (Bukit Koman). It is unnecessary to remind you that the New Main Shaft scheme arose from three considerations. The first and foremost was that, having reduced our running expenses to an exceptionally low figure, we were able to extract at a profit such low-grade stone that there seemed every prospect of a long future for the mine, and the likelihood of much deeper working.

The second was that insurmountable conditions had already proved the existing main shaft to be incapable of extension to such depths. The third was a desire on the part of the Government to test whether payable gold could be found at depths much exceeding those in which all previous gold mining in the country had invariably ceased. It was the last-named circumstance that led to the Pahang Government contributing to the cost, and stipulating that the shaft should be sunk to 1,500 ft.

The location of the new shaft had to be adapted to three paramount conditions:—(a) solid ground to sink in and build on; (b) accessibility to all lodes; (c) facility for automatic conveyance of ore to mill. Hence the site chosen. But this site, being necessarily off the line of our present principal lode, is less convenient than the old shaft for that lode alone at shallow depths. Therefore, when it began to look as if even at 440 ft. we were going to encounter little or no payable stone, we decided to suspend outlay on the new shaft until everything possible had been done with the old, or till circumstances warranted its resumption. That course I have taken, and for no other would I be responsible. The new shaft can wait for years, if necessary, without any detriment whatever, and the work can be taken up again, and pushed ahead in development of the original programme whenever it shall seem to your responsible officers that it is expedient. To this the Government should gladly accede, for it must surely be obvious that no mining company is going to sink a shaft to 1,500 ft. single-handed. To most people, 100 ft. at a time, and the mine developed from that, would seem more business-like.

Plant and Machinery.—The installation of new plant and machinery has again made great inroads on our capital, principally in connection with the extension of electric motive power, and the cyanidation of our tailings.

At Sempam, we are adding a new turbine and generator capable of delivering 300 h.p. at the mine. This will be quite an up-to-date machine, and will be provided with the most approved automatic control, by which we hope to secure more even running, with a reduction of labour. The addition to the building and the necessary foundations to accommodate this machinery are complete, and the plant itself is all on the ground and in course of erection.

At Bukit Koman, the new electric hoist arrived broken, and it was July before the deficiencies were made good.

The electrically-driven Cornish pump—the first and only one of its kind in the whole world—was put to work in July, and has run beautifully without a moment's stop ever since. It is a most successful installation, and its economy is remarkable, saving at least \$1,000 a month in fuel.

To enable ore-raising to be confined within certain hours, and thus admit of all the other work of the mine being done through the one shaft, automatically-tipping skips have been substituted for the old cage and truck system.

While making the other changes, we carried the electric cable down the shaft, and so have continuous and abundant light at all stations. A small electric motor and friction-gear-driven drums (the latter obtained from a shaft which we no longer need to use) were erected on the north side of Koman hill, for cheaply hauling timber, &c., to the New Main Shaft.

WORKING COSTS OF PRINCIPAL MINES COMPARED WITH RAUB

	RAUB	ALASKA	MEXICAN
Alaska Treadwell U.S.A.	540 775,050 4 1/2	1,499	
"Mexican	120 230 453 1/2	1,973	
Raub	100 40,000 6	2,036	
Oriental	200 203,567 6	2,492	
Honestake	1,000 1,200,057	3,057	
Mercury	— 346,159	3,225	
Liberty Bell	60 67,439	5,231	
Crown Reef	120 218,056 6	5,415	
Simmer & Jack	105 305,237 6	5,615	
Mount Morgan	— 264,919 4	5,792	
Champion Reef, India	220 181,948 6	7,470	
St. John del Rey Brazil	120 140,885 6	7,900	
Camp Bird	100 71,793 1/2	8,815	

a About half raised from less than 100 ft. deep.
b Employ water power and electric transmission.

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks \$915 1/2 1/2
National Banks 38 b.
Union Insurance 730 b.
China Traders 74 b.
Canton Insurance 325
Hongkong Pines 315 b.
China Fires 85 sa. and s.
H. C. & M. Steamboats 205 sa. and s.
Indo-Chinas 92 b.
China Sugars 218 b.
Luzons 25 b.
Raub 15 b.
Docks 190

Kowloon Wharfs	97 1/2 b. ex div.
Famham	140 b.
Hongkong Lands	116 1/2 b. ex div.
West Point	512 b. ex div.
Hongkong Hotels	144 b.
Shanghai Lands	122 ex div.
Ewo Cottons	Tls. 47
Hongkong Cottons	16 s.
Green Island Cements	\$26 1/2 s.

TO-DAY'S EXCHANGE.

London—Bank T.T.	110 1/2
Do. demand	110 1/2
Do. 4 months sight	110 1/2
France—Bank T.T.	230 1/2
America—Bank T.T.	145 1/2
Germany—Bank T.T.	102 1/2
India T.T.	140 1/2
Do. demand	141
Shanghai—Bank T.T.	171
Singapore T.T.	6 1/2
Japan—Bank T.T.	92 1/2
Java—Bank T.T.	131 1/2

4 months' sight L/C	110 1/2
6 months' sight L/C	111 1/2
30 days' sight San Francisco & New York	46 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	111 1/2
4 months' sight France	240 1/2
6 months' sight	242 1/2
4 months' sight Germany	107 1/2
Bank of England	24 1/2
Sovereign	10 5/8

Today's quotations are as follows:—

Malwa New	1,180
"Old	1,250 1/2
"Older	1,300 1/2
"Oldest	1,350
Patna New	1,112 1/2
Benares New	1,104
Patna (Paper)	780 1/2

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, JULY 29TH, 1905.

DINNER.

HORS D'OEUVRES.

Caviare in Eggs.

SOUP.

Potage Creme a la Jackson.

FISH.

Fish a la Meniere.

ENTREES.

Fricassee of Rabbit and Rice.

Grilled Fillet of Steak and Mushroom Sauce.

Patties a la Toulouse.

CURRY.

Sweetbread.

JOINTS, &c.

Roast Australian Saddle of Lamb & Mint Sauce.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	4th "
GLASGOW and LIVERPOOL	"ORESTES"	9th "
GLASGOW and LIVERPOOL	"ULYSSES"	9th "
GLASGOW and LIVERPOOL	"OPPACE"	16th "
GLASGOW and LIVERPOOL	"HELEUS"	16th "
GLASGOW and LIVERPOOL	"ALCINOUS"	23rd "
GLASGOW and LIVERPOOL	"AGAMEMNON"	30th "
GLASGOW and LIVERPOOL	"JASON"	31st "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.

HOMeward.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"AJAX"	7th August.
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th "
* GENOA, MARSEILLES & L'POOL	"STENTOR"	20th "
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	29th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	12th September.
* GENOA, MARSEILLES & L'POOL	"YANGTZE"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE, and YOKOHAMA	"MACHAON"	7th August.
	"JASON"	3rd September.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	17th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th July, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENSIN	"KANBU"	29th July.
SHANGHAI	"KWEIYANG"	31st "
NINGPO and SHANGHAI	"TIENSIN"	31st "
MANILA	"TAMING"	1st August.
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK, TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE.	"TAIYUAN"	1st and 2nd "
ILOILO	"SUNGKIANG"	4th "
CEBU and ILOILO	"KAIFONG"	8th "

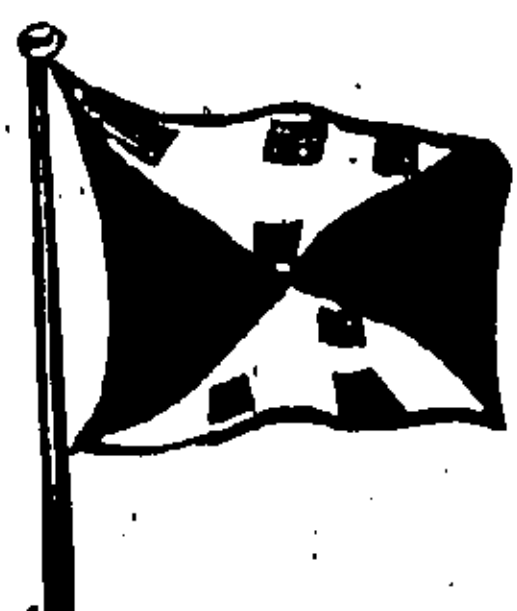
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily
qualified Surgeon is carried.Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th July, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI	2540	A. H. Nottley	MANILA	SAURDAY, 29th July, at Noon.
ZAFIRO	2540	R. Rodger	"	SAURDAY, 5th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 22nd July, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"INDRAWADI"	THURSDAY, 10th August.
"SIERRA BLANCA"	20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 25th July, 1905.

BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ektama Duplicator.
Hongkong, 13rd February, 1905.TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
42, DES VOUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 339.
Hongkong, 1st October, 1904.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$5; Return Ticket,
\$9; 2nd Class, \$3; 3rd Class, 30 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 20 cents; Steerage, 10 cents.Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street
Hongkong, 13th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,305 J. P. MARTIN.
"KWONG TUNG" 1,338 H. W. WALKER.Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey \$4.
Meals \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 26th June, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"
1,088 tons, Registered.Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY about 7 P.M.On SUNDAYS she makes an EXCURSION
TRIP to MACAO, leaving Hongkong at
8.30 A.M., and returning from Macao about
7.30 P.M.The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.FARES:
First Class single Journey to Canton \$3.00
Second " " " " 1.50First class single Journey to Macao 1.00
" " " " " " 2.00
" " " " " " " " 3.00Second " " " " " " 50 Cents.
Third " " " " " " 30 "Breakfast, Tiffin or Dinner \$1 each only.
Wine and Spirit of the best brand are used.The wharf in Hongkong is at the West end
of Wing Lok Street.The wharf in Macao is the same as the
S.S. "Persimmon."For further information, apply to the Office of
YUK ON S. S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or toMessrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.
Hongkong, 17th May, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About
"ST. HUGO" 12th August, 1905.

"SHIMOSA" to follow.

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.
Hongkong, 19th July, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"LOONGSANG"	SATURDAY, 29th July, 3 P.M.
SINGAPORE, S'RAVAYA & SAMARANG	"HOPSA"	WEDNESDAY, 2nd Aug., 3 P.M.
SANDAKAN VIA KUDAT	"MAUSANG"	THURSDAY, 3rd August, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	TUESDAY, 8th August, Noon.

Taking Cargo on through Bills of Lading to Chefoo, Newchwang, Tientsin and Yangtze Ports.
These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.Taking Cargo on through Bills of Lading to Lahad Datu, Simpoina, Tawao, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 28th July, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenhain	August 12th, 1905.
"ARAGONIA"	5,198	Schmidt	September 1st, "
"NICOMEDIA"	4,370	Vogemann	September 26th, "
"NUMANTIA"	4,370	Feldman	October 14th, "

The S.S. "Arabia" left Portland on the 2nd inst., and is expected to arrive here on August 2nd.
The S.S. "Aragonia" left Portland on July 22nd, and is expected to arrive here on August 22nd.Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND
ANTWERP.THE Steamship
"BENARY,"
Capt. Sarchet, will be despatched as above, on
or about 2nd August.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th July, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)THE Steamship
"EMPIRE,"
Capt. Helms, will be despatched for the
above Ports, on WEDNESDAY, the 9th
August, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th July, 1905.

BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship"ZAIDA,"
Captain C. Willis, will be despatched as above,
on TUESDAY, the 1st August, at Daylight.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 24th July, 1905.

FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship
"CATHERINE APCAR,"
Captain A. Stewart, will be despatched for the
above Ports, on TUESDAY, the 1st August,
at 3 P.M., instead of as previously advertised.For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 27th July, 1905.

A FOOK & Co.,
12, Pottinger Street, Central.GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMPRADORES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.Orders solicited.
Hongkong, 23rd February, 1905.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.A daily newspaper with weekly edition
published for despatch by the homeward mailThe daily is recommended as more generally
suitable, except for subscribers in Europe or
America.A special feature is made of full and accur-
ate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulateslargely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.Special attention given to effectively display-
ing advertisements.The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriage.
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PAMPHLETS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application toTHE MANAGER,
HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road
Hongkong.

HEAT AND HEALTH.

BY A PHYSICIAN.

Failing the existence of any popular treatise
on "How to be Happy though Hot," it may be
essayd to fulfil a promise recently made in
this place. And in recognition of the highly
desirable change in the public attitude towards
medical diets, I must attempt to base such
positive advice as may appear upon physiologic-
al considerations, leaving the validity of the
inferences to be determined by the reader,
rather than saying, "This is what I tell you,
and I ought to know." The abandonment of
our ex cathedra attitude, which is now being
demanded by the public, is welcome to one
who nurses the faith that man may ultimately
become a rational animal.First, then, as to the principles of clothing in
hot weather. Perhaps not even the most con-
vinced advocates of what is generally under-
stood by ventilation are always mindful of the
fact that this subject has an—often unsuspect-
ed—local and personal aspect. Ventilation,
as commonly understood, is concerned with
the removal of the effete gases which leave the
lungs in the process of respiration. But of
considerable—though much less—importance,
is the efficient removal of the gaseous products
which constantly leave that diffuse organ of
excretion called the skin. Any one who has
encountered the odor of a human being which is
said that the Japanese crows are distinguished
by never displaying a rawness that the human
skin is something more than a mere water-
proof covering; it is waterproof in one direc-
tion only, and the water it exudes is always gas-
laden. Even the most perfectly-groomed skin
is an organ of gaseous excretion, though in its
case the gases are odourless. The hotter the
weather, the more important is this cutaneous
function. Hence the clothing of midsummer
—as of every season, indeed—should be loose,
so as to permit of what I may call cutaneous
ventilation.Secondly, the super-cutaneous layer, on
trunk and limbs alike, should be absorbent.
This also applies to all weathers, but promi-
nently to hot weather. I say absorbent: I
do not say woollen. At last we have sub-
mitted the virtues of woollen garments to
analysis; whereupon we discover that the prop-
erty in virtue of which wool is to be prized
is its absorptive power. The human body,
for many of us, the most comfortable—in-
ference is that it may be possible to do with-
out the wool, and retain the property that
gives it its value. In other words, we are
learning to think less of material and more of
texture. Thus we find that even wool may
be made non-absorbent—imagine yourself clad
in a woollen texture such as some people
use in the bath, or as housemaids used to use
—whilst silk, linen, cotton may be made into
absorbent fabrics. Thus it is possible, in hot
weather, to be clad in attire which is ab-
sorbent, and yet cool. If, however, you are to
choose between absorbent but hot, and cool
but non-absorbent, you are better to choose
discomfort and safety than present comfort,
with the danger that a worse thing than mere
discomfort "befall thee."Perhaps in this country it is hardly worth
while to discourse upon heat-stroke, but sun-
stroke is worthy of reference. Without dis-
cussing pathological theories, which are not
yet as certain as might be desired, we may say
that sun-stroke, whether in its mildest or its
fatal forms, is due to the direct action of the
solar rays, or some "notes" thereof, upon
the central nervous system, which consists of
the brain and spinal cord. Now, the lower
part of the spinal cord is, as a rule, sufficiently
protected by the usual clothing, though, in the
tropics, it is often well to have the middle
segment of the coat behind provided with a
double layer of cloth. In this country, how-
ever, we may confine ourselves to the con-
sideration merely of that short section of the
spinal cord which traverses the neck, and of
the brain. It is in order to supplement the
protection of the skin, bone, and thick muscles
or the back of the neck that one employs a
handkerchief or an appropriately shaded hat,
or a long-fitting high collar. The brain is
insufficiently protected by the cranial hair
from a summer sun, and though one heartily
approves the general principles of the "No
Hat Brigade," its members do well in the hot
weather to revert to a custom which may be
defended for some three months in the year,
however open to criticism during the other nine.
It unfortunately needs saying that principles of
ventilation are strictly applicable to the scalp
as to every area of skin. An unventilated hat
is an abomination and a source of danger as
well.But many people who are apt to suffer in hot
weather, and who accordingly pay some atten-
tion to these simple matters of clothing, seem
to be unaware that at least equal importance
attaches to the matter of diet. It is to be hoped
that, some day, medical men will cease to be
distinguished as favoured possessors of that
elementary physiological knowledge which all
ought to acquire in childhood. In that day
the simple facts of animal heat will be generally
known; and no editor will thank me—save
when returning my manuscript, plus the usual
formula—for inditing the statement of such
simple facts as that the temperature of the
warm-blooded animal body must be kept con-
stant, at all costs; that this constancy is effec-
ted by a balance between the rate of evolution
of heat within the body, and the rate at which
the said heat is parted with to the environment;
and that the sole source of all the heat so evol-
ved is the food. Now the movements and re-
arrangements of heat are subject to laws as in-
variable as those which compel water always to
"seek its own level." Hence the external
temperature rigidly conditions the speed at
which it is possible for heat to leave the body.
But if more heat is produced than can be
disposed of by the ordinary means—which are
very uncomfortable—other means be adopted;
the superfluous heat must be got rid of
at all costs. Any measure of physical dis-
comfort is preferable to fever. Now, civilised
man, having decided that his appetite is con-
stitutionally defective, and assuming any such
doctrinaire notion as that the appetite has a
physiological function, persistently distorts and
artificially excites

BOUNQUET'S BOYISHING
BREAK.

AND HOW TO GET IT.

BY F. A. VAILE.

I have never seen an explanation in any paper or book which would enable a bowler to obtain an off-break with an apparent leg-break delivery. On the other hand, I have seen it stated in papers of high standing in London that English cricketers do not understand how the break is obtained.

This certainly should not be so. There is no break within the capacity of any spinning ball that I would not guarantee to reproduce. Certainly it might be less skillfully done than many other men could do it, but it would be done at least sufficiently well to demonstrate the fact that the ball was obeying the mind and fingers that controlled it.

It is an axiom with anyone who has even superficially studied twelve or break that a ball must curl or break the way it is spinning, taking the manner of revolution in all cases, of course, from the last point of contact with the fingers.

NEWS EGGS FOR COLUMBUS.

When once this point is thoroughly grasped it seems to me to make the explanation of off-break with apparent leg-break delivery so abundantly clear that it is a matter for surprise that with all our wealth of cricketers writers it has remained unexplained so long.

The batsman can see clearly that the ball is not a common off-break, yet it comes in from the off. There can be but one explanation. The break is produced by a modification of pure overspin, and not in the slightest degree by cross-spin, such as is used for leg or off-break.

Suppose a person took a tin plate with a rubber edge, and threw it down the pitch spinning away from him, and lying over at an angle of 45 degrees. That plate will strike all it can to stay in the plane or line of flight in which it finds itself, especially as long as the spin lasts.

Let us imagine that it pitches on the off stump, still, mark you, spinning forward, and lying over at an angle of, say, 45 degrees. Do you think that the moment that plate's rubber edge grips the grass the plate will right itself to a vertical position and fly forward straight from wicket to wicket, as it would were it pure overspin?

A QUESTION OF ANGLES.

Certainly it will not, as it pitches on the off-wicket at an angle of 45 degrees, so it will rebound at the same, or approximately the same, angle, so that the effect is that the overspin carries it across from the off-wicket to the leg, and thus is produced this valuable and puzzling break.

The plate here represents merely the plane of spin or that imaginary wall which theoretically bisects the spinning ball all the time it is progressing down it. It must, of course, be remembered that a cricket ball, being spherical and heavy, would neither swoop so much as a plate, nor probably rebound so accurately in the angle of spin in which it was before it struck the ground, but the effect is just the same. The plate is there down the middle of the ball. The mere fact that it has flat cheeks only affects the question of degree, and does not in any way alter the laws of break.

I want to make it very clear that this break cannot be obtained by the ordinary cross-spins. It must be a modification of overspin. Overspin is a spin which spins as though it were a hoop going through the air, instead of on the ground, from the bowler to the batsman. Here the hoop is the plane of spin, but this is pure overspin. This will not give you the break, but make your hoop lie over on its side as it goes through the air, and you will have conquered the mysterious break.

THE BEAUTY OF DECEPTION.

The beauty of this delivery is that for all that anyone but the keenest of batsmen can see, it may be cross-spin, which, of course, would give you the leg-break. You may have bowled for an off-break with leg action, but your plane of spin was too upright. It goes down, as an unexpected straight ball, and particularly if against the wind, on account of its overspin dives suddenly at the end of its flight, a deadly yorker, or it makes you hit it a foot further forward than you reckoned on.

Peradventure you get the right angle of overspin, and it pitches on the off-stump. The batsman knows it—a leg-break pitched narrow, and he proceeds to deal with it accordingly, when it whips back and takes his leg-stump.

The possibilities of overspin for producing break and averse are, I am convinced, not yet fully realized by English cricketers. So that there may be no doubt about the value of this delivery, I will here set down those balls which may apparently all come from it. Only the keenest of batsmen can possibly tell which is coming down, and, as a matter of fact, so near are the angles of the plane of spin which produce this break, to overspin, that frequently the bowler himself doesn't know which he has got on—pure overspin, which would be a straight bound, or overspin at an angle of, say, 50 degrees, which would produce an off-break with apparent leg-break delivery.

UNEXPECTED POSSIBILITIES.

From apparently the same delivery which conceals this break may come:

1. Simple leg-break.
2. A straight ball with pure overspin which, especially against a wind, dives suddenly and deceptively at the end of its flight.
3. Off-break with apparent leg-break delivery, and
4. Provided the spin is sufficient, and there is enough wind, a dangerous swerve from the leg.

It must be remembered that as off-break with apparent leg-break delivery is used, it stands so reason that leg-break with apparent off-break delivery is "on." This break has all the properties and puzzling peculiarities of its well-known relation, but naturally, of course, reversed.

These breaks are of as much importance to cricketers as are the American services to lawn tennis, and when once cricketers fully realize their value I have every hope that they will give the game very materially. Another, and by no means inconsiderable, virtue of this ball possesses is that naturally its break is frequently straight between the wickets, and then it is a case of who gets tangled with it—

HEAT AND HEALTH.

BY A PHYSICIAN.

(Continued from page 6.)

And this introduces a matter around which controversy rages. According to the idea that thirst and hunger are not provided as evidence in favour of philosophic hedonism, but are symptoms of bodily needs, and are normally proportioned thereto, I incline to the view that when a man is thirsty he should drink, and that if he likes his liquid very cold he may have it so. Not so many years ago, when medicine was yet in process of emergence from superstition, we used most cruelly and foolishly to deny water to febrile patients. Not infrequently they helped themselves when the nurse was not looking, whereupon the nurse got a wigging, and the patient was made to make for recovery. One day, I suppose, some bright spirit put two and two together, took his courage in both hands, and "knowing that Nature never did betray the heart that trusted her" (if I may alter one word of a masterpiece) inaugurated the present rational treatment of thirst in fever. Now, if it is right and beneficial to relieve the thirst of a febrile patient, I cannot believe that it is wrong to relieve the thirst attendant upon the body's effort to keep its temperature down when the sun is in his strength. Children are constantly told that it is dangerous to take cold water when they are hot, but I have not yet met any statistical proof of that assertion. This, however, may be noted, that it is not well to do anything which suddenly arrests the process of perspiration. Hence the short dip in cold water is legitimate and salutary when one is hot, but a longer stay is dangerous, obviously because of the extreme rapidity with which heat can be abstracted from a flushed skin.

But if the reader prefers to carry away one urgent counsel from all these words let it be this: in hot weather, if not always, treat the indications of your appetite or hunger-sense as you do those of any other; and if your appetite is smaller do not too hastily assume that your body is irrationally constructed, for neither the theory of Creation nor that of Evolution, will countenance you in such a conclusion.—P. M. G.

Shipping.

Kennebec, Br. s.s., 3,301, C. R. Beynon, 27th July, Shanghai and Keelung 27th July, Gen.—S. O. Co.

Ambria, Ger. s.s., 3,351, F. Porzellus, 27th July, Moji 22nd July, Gen.—H. A. L.

Blackheath, Br. s.s., 1,770, Sherborne, 27th July, Canton 27th July, Gen.—D. & Co., Ltd.

Hong Bee, Br. s.s., 2,056, H. Peters, 28th July, Singapore 23rd July, Gen.—Chinese.

Rhenania, Ger. s.s., 4,056, Th. Förck, 28th July, Hamburg 10th June, and Singapore 23rd July, Gen.—H. A. L.

Zaida, Br. s.s., 2,873, C. Willis, 28th July, Rangoon 10th July, Gen.—J. M. & Co.

Ottoson, Br. s.s., 1,800, J. J. Farnell, 28th July, Kuchino 21st July, Gen.—M. B. K.

Taming, Br. s.s., 1,350, J. Mackenzie, 28th July, Manila 25th July, Gen.—B. & S.

Clearances at the Harbour Office.

Mogallan, for Saigon.

Ataka, for Canton.

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Kennebec, for Swatow.

Blackheath, for Calcutta.

China, for Shanghai.

Ataka, for Singapore.

Bendish, for Nagasaki.

Hoi Tin, for Kwong-chow-wan.

Arrivals at Home—14th June—Kaisow.

17th June—Agamemnon, 24th June—Teakha, Artemisia, 27th June—Jason, Pera, 30th June—Schuykill, Trieste, Ernest Simon, Slavonia, 4th July—Roon, Natosia, 7th July—Lewther Castle, 13th July—Laertes, Benvenia, Tydus, Dardanus, Diomed, 14th July—Bayern, Hugin, Benalder, Polyneis, 19th July—Sudavia, Indran, 25th July—Ceylon, Dencalion, Preussien, Sagami, Suezia, Abergeldie, Whamphoa, Faldon Hall, Socotra, Poona.

Post Office.

A Mail will close for:

Haiphong—Per Hanol, 20th July, 9 A.M.

Manila—Per Rabi, 20th July, 10 A.M.

Europe, etc., India, via Taicorin—Per Chusan, 20th July, 11 A.M.

Swatow, Amoy and Foochow—Per Emma Layken, 20th July, 1 P.M.

Macao—Per Heungshan, 20th July, 1.15 P.M.

Singapore, Penang and Calcutta—Per Catherine Agar, 20th July, 2 P.M.

Manila—Per Loongang, 20th July, 2 P.M.

Shanghai—Per Kwaiyang, 20th July, 3 P.M.

Ningpo and Shanghai—Per Tientsin, 20th July, 5 P.M.

Macao—Per Heungshan, 31st July, 1.15 P.M.

Amoy, Swatow and Rangoon—Per Zaida, 31st July, 5 P.M.

Kudat and Sandakan—Per Dorneo, 1st Aug., 8 A.M.

Manila—Per Taming, 1st Aug., 3 P.M.

Singapore, Penang, etc., via Yokohama, etc., and Vancouver, B.C.—Per Empress of China, 2nd Aug., 10 A.M.

Batavia, Samarang, Sourabaya and Macassar—Per Tientsin, 2nd Aug., 10 A.M.

Europe, etc., India, via Taicorin—Per Scharnhorst, 2nd Aug., 11 A.M.

Singapore, Sourabaya and Samarang—Per Hopang, 2nd Aug., 2 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Tatyuan, 2nd Aug., 3 P.M.

Kudat and Sandakan—Per Mausong, 3rd Aug., 3 P.M.

Hollol—Per Sungkian, 3rd Aug., 3 P.M.

Shanghai, Kobe and Yokohama—Per Bogo, 4th Aug., 11 A.M.

Manila—Per Zafra, 4th Aug., 11 A.M.

Cebu and Hollol—Per Kalfong, 5th Aug., 3 P.M.

Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per Tiamoni, 8th Aug., 10 A.M.

Europe, etc., India, via Taicorin—Per Tonkin, 8th Aug., 11 A.M.

Singapore, Penang and Calcutta—Per Nanang, 8th Aug., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Affenham, 9th Aug., 11 A.M.

Frederick, Wilhelmshafen, Harbortshob, Matsuyama, Brisbane, Sydney and Melbourne—Per Prinz Sigismund, 22nd Aug., 11 A.M.

On and after 15th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate for 4 cents for each half ounce instead of 10 cents as at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies

in China will be reduced from 2d. to 1d. for each half ounce.

Mails for Canton, Samahai, Wuchow and Macao will be closed on week days 7.30 every morning. On Sundays the mail for Canton will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Nantao, Sanbue, Kongmoon, Kunchuk, Samahai, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

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Austin, Mr. and Mrs. Little, Mr. and Mrs. O. F. Baker, A. S. Bingham, Mr. and Mrs. J. E. and child, Birbeck, R. J. Bissell, W. S. Bissell, S. E. Blair, D. K. Bonner, E. A. Brighton, F. G. Broughall, L. Bunner, Mr. and Mrs. W. C. Carter, W. L. Chambers, Mr. and Mrs. H. K. Clark, Hon. Dr. Francis Clark, Mr. and Mrs. R. G. Clark, T. Clegg, R. M. Eng. L. Cunningham, G. Davies, F. O. Deacon, F. H. Douglas, Capt. & Mrs. J. C. Downing, Mr. T. C. Fletcher, H. Fumagalli, C. George, H. Grant, A. W. Grant, Dr. F. H. Hall, Capt. W. Harding, R. H. H. Harns, Jr., H. S. Haslett, H. J. Hislop, R. C. Hurst, R. W. Engineer. Capt. Innes, Capt. R. J. J. J. Kempf, H. H. Kerr, F. Laing, A. H. Large, H. J. C. Lewis, A. R. Luckie, A. R.

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KOWLOON.

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CHINA COAST METEOROLOGICAL REGISTER.

July 27th, 1905, a.m.

	Bar.	Th. Hn.	Wind	Wv.
Vladivostok, 7 a.m.	—	—	—	—
Nemuro, 6 a.m.	—	—	—	—
Hakodate, 7 a.m.	—	—	—	—
Tokio, 7 a.m.	—	—	—	—
Kochi, 7 a.m.	—	—	—	—
Nagasaki, 7 a.m.	—	—	—	—
Kagoshima, 7 a.m.	—	—	—	—
Oshima, 7 a.m.	—	—	—	—
Ishigakijima, 7 a.m.	—	—	—	—
Taihu, 7 a.m.	—	—	—	—
Taiwan, 7 a.m.	—	—	—	—
Tsushima, 7 a.m.	—	—	—	—
Yokohama, 7 a.m.	—	—	—	—
Manila, 7 a.m.	—	—	—	—
Cebu, 7 a.m.	—	—	—	—
C. St. James, 7 a.m.	—	—	—	—

July 28th, 1905, a.m.

	Bar.	Th. Hn.	Wind	Wv.
Vladivostok, 7 a.m.	—	—	—	—
Nemuro, 6 a.m.	—	—	—	—
Hakodate, 7 a.m.	—	—	—	—
Tokio, 7 a.m.	—	—	—	—
Kochi, 7 a.m.	—	—	—	—
Nagasaki, 7 a.m.	—	—	—	—
Kagoshima, 7 a.m.	—	—	—	—
Oshima, 7 a.m.	—	—	—	—
Naha, 7 a.m.	—	—	—	—
Ishigakijima, 7 a.m.	—	—	—	—
Taihu, 7 a.m.	—	—	—	—
Taiwan, 7 a.m.	—	—	—	—
Tsushima, 7 a.m.	—	—	—	—
Yokohama, 7 a.m.	—	—	—	—
Manila, 7 a.m.	—	—	—	—
Cebu, 7 a.m.	—	—	—	—
C. St. James, 7 a.m.	—	—	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLAS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-veasli...	1,700	4	3,000	Commander Harbord	Weihaioi
Andromeda	cruiser, 1st class	11,000	10	16,500	Captain R. Nelson Ommanney	Weihaioi
Arjun	torpedo boat destroyer	550	6	7,000	Lieut.-Commander R. H. Heaton	Weihaioi
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tuftell	Shanghai
Bonaventura	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Weihaioi
Cadmus	ship	1,070	6	1,400	Commander H. du C. Luard	Weihaioi
Cherub	water tank and tug	390	—	300	—	Hongkong
Clio	cruiser, 1st class	11,000	16	16,500	Commander H. D. Wilkin, D.S.O.	Yangtze
Diadem	torpedo boat destroyer	560	6	7,000	Captain H. W. Savory	Weihaioi
Ene	torpedo boat destroyer	550	6	7,000	Lieut.-Commander H. E. Sullivan	Weihaioi
Ettrick	torpedo boat destroyer	560	6	7,000	Lieut.-Commander Bather	Weihaioi
Exe	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Weihaioi
Fama	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Stevenson	Weihaioi
Glory	battleship, 1st class	12,010	16	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander J. May	Weihaioi
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo...	6,400	—	2,400	Captain E. F. B. Charlton	Weihaioi
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Weihaioi
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcner	Weihaioi
Ichen	torpedo boat destroyer	550	6	7,000	Lieut.-Commander C. Seymour	Weihaioi
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander W. H. Darwall	Hongkong
Kinsha	river gunboat	85	4	1,500	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Koonheep	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ore	torpedo boat destroyer	350	6	6,500	Commander C. E. Moore	Weihaioi
Rambler	surveying vessel	85	2	240	Lieut.-Commander Robert E. Vaughan	Hongkong
Robin	river gunboat	85	2	240	Lieut.-Commander H. T. Aisly	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander Davidson	Singapore
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Hongkong
Saipa	river gunboat	85	2	240	Lieut.-Commander Davidson	Hongkong
Taku	torpedo boat destroyer	250	6	6,500	In reserve	Hongkong
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Hongkong
Tamar	receiving ship	4,050	0	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretnan	Yangtze
Virago	torpedo boat destroyer	355	6	6,500	Lieut.-Commander Gregory	Weihaioi
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Surveying
Whiting	torpedo boat destroyer	350	6	5,900	Lieut.-Commander C. E. L. Thomas	Weihaioi
Woodcock	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtze
Woodlak	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Acheron	armoured gunboat	1,795	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Canton
Avallan	river gunboat	140	5	150	—	Haiphong
Baionnette	river gunboat	—	—	150	—	Saigon
Carondelet	river gunboat	—	—	150	—	Saigon
Cassette	river gunboat	140	5	150	—	Saigon
Comble	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Baie d'Along
Décidé	gunboat	645	10	1,000	Lieutenant L'Est	Haiphong
Descartes	cruiser	3,685	14	5,500	Commander Amet	Baie d'Along
Estoc	river gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Coton	Haiphong
Fronda	destroyer	350	—	303	Lieut. Jehenne	Haiphong
Guichen	protected cruiser	—	—	—	—	Baie d'Along
Gueydon	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Baie d'Along
Henri Rivière	river gunboat	—	—	—	Lieut. Fortier	Haiphong
Jacquin	river gunboat	200	6	308	Commander Sagot-Davaux	Haiphong
Javeline	cruiser	1,450	7	3,500	Commander Simon	Haiphong

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

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THE Steamship

"CHUSAN," Captain H. W. Kenrick, R.M.R., carrying His Majesty's Mails, will be despatched from this for HONGKONG TO-MORROW, the 29th July, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's S.S. China, 7,912 tons, from Colombo; Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Hongkong by the R.M.S. Persia, due in London on the 10th September.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 28th July, 1905.

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The S.S. "TONKIN."

Captain A. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 8th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. SYDNEY, 22nd August.

S.S. ARMAND BEHIC, 5th September.

S.S. ERNEST SIMONS, 19th September.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th July, 1905.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY.

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MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Tremont, 9,606 T. W. Gattick, At Aug. 8

Hyades, 3,753 Geo. Wright, Aug. 16

Lyra, 4,477 G. V. Williams, Sept. 15

Pleiades, 3,753 F. G. Purington, Sept. 15

Shawmut, 9,606 E. V. Roberts, Sept. 15

Steamer marked (*) have no second-class passenger accommodation.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARD.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 21st July, 1905.

Hongkong, 16th November, 1904

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ACHEE & CO.

ESTABLISHED 1859.

FURNITURE, DEPOT

FOR GENERAL HOUSEHOLD REQUISITES

&c. &c. &c.

EASTMAN'S KODAKS, FILMS, AND ACCESSORIES.

Telephone 1256.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

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To Let.

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. Gas and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Aguilar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527]

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—

S. HISNEY,

Hongkong Hotel.

Hongkong, 8th June, 1905. [639]

TO LET.

NOS. 17 and 29, WONG-NEI-CHONG ROAD.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, KIPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT AGENCY CO., LD.

Hongkong, 25th July, 1905. [69]

TO LET.

NOS. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT AGENCY CO., LD.

Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT AGENCY CO., LD.

Hongkong, 27th June, 1905. [692]

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th March, 1905. [50]

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

Apply to—

TAI KWONG CO.,

56, Lyndhurst Terrace

Hongkong, 16th November, 1904

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SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,000,000 \$250,000 }	\$1,493,408	{ Div. of 1/10/- and bonus of 1/10/- ex- change 1/11 9/16=\$25.46 for second half-year 1904 }	{ \$915 London £90 \$38 buyers }
National Bank of China, Limited	99,925	£7	£5	{ \$200,000 \$1,400,000 \$1,739 }	\$41,768	\$2 (London 3/6) for 1903	\$35 buyers
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 \$1,739 }	\$150,494	\$17 for 1903	\$73 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$1,519,982 \$362,366 \$371,445 }	Nil.	\$4 1/2 for year ended 30.4.1904	\$73 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 800,000 \$1,850,000 \$20,000 }	Tls. 217,119	Interim of 7/6 1904	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$172,749 \$803,110 \$846,773 \$700,000 \$37,794 }	\$2,078,997	\$35 for 1903	\$725
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$218,693 \$2,241 }	\$485,284	\$12 and \$3 special dividend for 1903	\$172 1/2
FIRE INSURANCES							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$85,439 \$250,000 }	\$329,047	\$6 dividend & \$1 bonus for 1903	\$85 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,200,505 \$1,000,000 \$170,000 }	\$360,372	\$34 for 1903	\$305
SHIPPING, TUG AND CARGO BOATS							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$185,000 \$85,439 \$250,000 }	\$8,832	\$1 for 1904	\$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$500,000 \$158,444 \$170,000 }	Nil.	\$2 for year ended 30.6.1904	\$35
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$241,150 \$23,999 }	\$26,160	\$1 for second half-year 1904	\$26 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ Tls. 25,000 \$400,000 \$4,116 }	£4,435	12/- @ 1/10/-=\$6.29.51 for 1904	\$93 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 25,000 \$400,000 \$4,116 }	Tls. 43,762	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904 Tls. 1 1/2 final making Tls. 3 1/2 for 1904 }	Tls. 60 buyers Tls. 50 sellers 21/- sellers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$65,000 \$24,457 \$400,000 }	\$929	{ \$1.80 } for year ending 30.4.1905 { \$0.90 }	\$33 sellers \$25 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$21,075 \$130,153 Tls. 126,000 }	\$21,251	\$10 for 1904	\$145
Straits Steamship Company, Limited	5,000	\$100	\$100	{ Tls. 276,679 Tls. 100,000 }	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	Tls. 28 buyers
REFINERIES							
Taku Tug and Lighter Company, Limited	30,000	\$100	\$100	{ \$450,000 \$100,000 Tls. 100,000 }	\$12,812	Final of \$15 making \$20 for 1904	\$215 buyers
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ none Tls. 100,000 }	\$85,987	\$3 for 1897	\$28 sellers
Luzon Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000 }	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	Tls. 68 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000 }	£7,820	Interim of 1/- (No. 4)	Tls. 7 1/2 buyers
MINING							
Chinese Engineering and Mining Company, Ltd.	1,000,000	G. \$10	G. \$10	{ none G. \$672,093 }	G. \$672,093	Interim of 50 cents (gold) for 1905 (No. 5)	G. \$17
Oriental Consolidated Mining Company, Limited	50,000	£1	£1	{ £4,873 Fcs. 251,337 Fcs. 1,529,652 }	£4,029	No. 12 of 1/- = 48 cents	\$5
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
DOCKS, WHARVES & GODOWNS							
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$70,000 }	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	Tls. 140 sales
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	{ \$58,473 \$100,000 \$300,000 }	\$8,577	\$3.75 for 1904 on old capital	\$27
HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD.							
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$58,473 \$100,000 \$300,000 }	\$29,422	Interim of \$2 1/2 for 1905	\$97 1/2 ex div.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$33,500 \$60,000 \$55,500 }	\$498,289	{ \$6 dividend and \$1 bonus for 2nd half- year 1904 \$10 div. & \$5 bonus for year end. 30.6.04 }	\$196 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	{ \$60,000 \$55,500 \$150,000 }	\$489	\$1 1/2 for 1903	\$270 sellers
New Amoy Dock Company, Limited	6,000	\$60	\$60	{ \$150,000 Tls. 487,210 Tls. 59,880 }	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	\$18 sellers
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	{ Tls. 487,210 Tls. 59,880 Tls. 17,500 }	\$10,711	\$7 dividend	\$250 sellers
SHANGHAI AND HONGKONG WHARF COMPANY							
Shanghai and Hongkong Wharf Company	33,000	Tls. 100	Tls. 100	{ Tls. 487,210 Tls. 59,880 Tls. 17,500 }	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	Tls. 150 sales
Tanjong Payar Dock Company, Limited	37,000	\$100	\$100	{ \$2,100,000 Tls. 17,500 }	\$206,645	\$20 for 2nd half year making \$26 for 1904	\$380 sales